AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application.

1. (Currently Amended) A vehicle disable system, comprising:

an onboard computer; and

a communications system linked to said onboard computer, said communications system is capable of communicating to a remote control center by way of a telecommunications link;

wherein said onboard computer includes means for acting on a shutdown command from said ~~call~~ remote control center, and means for interrupting a throttle command signal generated by a throttle position sensor.

2. (Previously presented) The system of claim 1, wherein said communications system includes a wireless modem.

3. (Previously presented) The system of claim 1, wherein said onboard computer includes an internet connection module.

4. (Previously presented) The system of claim 3, wherein said onboard computer further includes a web server secured access module.

5. (Previously presented) The system of claim 4, wherein said onboard computer further includes a web page provider module.

6. (Previously presented) The system of claim 1, wherein said communications system further includes at least one of a voice input link, or a keyboard input link, coupled to said onboard computer.

7. (Previously presented) The system of claim 1, wherein said onboard computer is coupled to a throttle signal.

8. (Previously presented) The system of claim 7, wherein said coupling includes a serial communications link.

9. (Currently Amended) A method for incapacitating a vehicle, comprising the steps of:

receiving information into a control center; and

sending from said control center, by way of a wireless communication, a shutdown command to an onboard computer mounted in said vehicle;

wherein said onboard computer is configured to initiate a shutdown sequence that places said vehicle in an idle mode by disabling a throttle position sensor.

10. (Previously presented) The method of claim 9, wherein said shutdown command is sent over the internet by way of a wireless modem.

11. (Previously presented) The method of claim 10, wherein the step of receiving information into a control center includes receiving information from a vehicle operator.

12. (Previously presented) The method of claim 10, wherein the step of receiving information into a control center includes receiving information from a Global Position Sensor mounted in said vehicle.

13. (Original) The method of claim 12, wherein said Global Position Sensor communication takes place over the internet.

14. (Currently Amended) The method of claim 12, wherein receiving information includes ~~downloading to said control center a predetermined protocol defining vehicle routing~~ receiving preprogrammed route information.

15. (Cancelled)

16. (Currently Amended) The method of claim 14, further including the step of comparing said ~~downloaded vehicle routing~~ preprogrammed route information with information collected by a Global Position Sensor system mounted in the vehicle.

17. (Currently Amended) A method for incapacitating a vehicle, comprising the steps of:

receiving a signal initiated by the vehicle driver;

checking the validity of the signal according to a predetermined protocol; and

incapacitating the vehicle if the step of checking the validity of the signal violates the terms of the predetermined protocol, wherein said incapacitating step includes forcing the vehicle engine into an idle mode by disabling a throttle position sensor.

18. (Currently Amended) The method of claim 17, wherein said signal is initiated by said driver by way of using a remote ~~FOG~~ FOB transmitter.

19. (Original) The method of claim 17, wherein said signal is initiated by said driver by way of using an input device to input an ID number.

20. (Previously presented) The method of claim 19, wherein said ID number is periodically reassigned using a rolling code algorithm.

21. (Original) The method of claim 20, wherein said rolling code algorithm is administered by a call center remote from said vehicle.

22. (Original) The method of claim 20, wherein said rolling code algorithm is a function of time and vehicle ID.

23. (Currently Amended) The method of claim 17, wherein the received signal is initiated by said driver using a battery operated, wireless transmitter.

24. (Original) The method of claim 17, wherein forcing said engine into an idle mode includes serially communicating with a throttle relay.

25. (Previously presented) The method of claim 9, wherein said shutdown sequence includes;

disabling a throttle position signal received by an engine control computer; and

applying a reference voltage signal from said onboard computer to said engine control computer that places the engine in an idle mode.